4:Grajdanzev--189-190 S-4 (no date) 1942 Formosans -1-2
116, 487, 724, 496

"A base of operations cannot be considered only as a port. It must have enough room for deployment of troops and for general defense purposes. Taiwan is excellent in this respect; its few defects will be mentioned later. Its system of communications permits the authorities easily to move troops to any threatened point. An attack on Taiwan can be only air-borne or sea-borne. The nearest place on the continent, Foochow, is 115 miles from Tamsui. Under existing conditions in China, (and they hardly can be greatly changed in the next two years) an air attack from this direction is unlikely. An airborne attack on a large island from an aircraft carrier cannot be decisive. Aside from long-range sporadic bombing, Taiwan may expect only a major seaborne attack, an eventuality foreseen by the Japanese and widely discussed on the island. To repel an invasion by sea a well-developed network of communications exists on the island. The state of railways and roads on the island was discussed earlier in this book. Here it is sufficient to point out one defect in the railway system of the island: the western longitudinal railway is not connected with the eastern longitudinal railway because of the prohibitive cost of construction in the mountainous districts. However the whole coastline is followed by a road and there are four good automobile roads connecting the east coast with the west, so that troops may be easily shifted to most of the points on the east coast. [190] The west coast of the island is largely flat and easy for debarkation, but on that side of the island the communications are best. The eastern shore presents a mountain barrier falling abruptly to the sea, except for mouths of some rivers where beaches are available. However, in one respect this mountainous character may be a help to the invading

party: in case of air superiority on its side the bombing of bridges, viaducts, etc., may prevent the arrival of reinforcements and will permit a landing party to consolidate its hold over some part of the shoreline."

6: Kirchhoff--36-37 U-4 (no date) 1895 Formosans
116, 311, 361, 487

To the northwest of Ki-lung the coastal village of Kimpaôli is of some significance because of the neighborhood of the solfataras of the Ta-tun Range. A road runs in a southwesterly direction from Kimpaôli and joins the so-called military road beginning opposite the harbor of Tam-sui, at the village of Pa-li-hun, and leading to Tai-nan and even farther along the coast to the southern point of the island.

In North Formosa the open place of Tiong-lek is situated on it, with heavy plantings of [37] rice, sweet potatoes, and turnips, and also the walled town of Teuk-tscham (now officially known as Sin-tschu). This is an important commercial center connected by water the nearby coast. Wide rice fields and luxuriant tea plantations surround it, but unfortunately it is not available for foreign trade, although an excellent market would be found here for materials and opium. Now loads of camphor are transported from here on the backs of bearers to Tam-sui, the nearest treaty port.

6: Kirchhoff--37 U-4 (no date) 1895 Formosans
116, 487, 493

The "military road" goes on from Shinchiku in a wide curve via the inland towns of Tschang-hua and Kia-y; in a sedan-chair the 300 km. separating Tam-sui and Tai-nan can be covered in 10 days, but it is hardly anything more than the linking of the ordinary field paths, on which the terribly creaky ox-carts bear home the rice harvest on their spokeless wheels, the fixed axle turning round also. There are no bridges at river crossings. In the rainy season this route cannot be used, for most of the stretches of road making it up turn into ditches of brackish water.

6: Kirchhoff--37 [3] U-4 (no date) 1895 Formosans
116, 205, 487.

A stretch of "military road" was at once built between Su-aô and the mouth of the Hua-lien, although malaria mowed down large numbers of the workmen. With this the arm of the Chinese Government, which had at once set up a postal service in this stretch, had already extended itself from the north to about the middle of the east coast. All that remained to be done was to establish contact with the east coast in the narrower southern part of the island. In the southern third of the east coast there lay the isolated coastal locality of Pi-lam. A route was laid down crossing the mountains and ending there. It begins 36 km. to the northeast of Ta-kaô on the Tsche-schan (i. e., at the Red Mountain), but it is very narrow and often uses the beds of streams, which naturally are more or less passable only in the dry season. Yet in the critical year of 1874 it proved very useful, when it was necessary to hold in check the native tribes during the Japanese invasion; for the route cuts through a number of the footpaths used by the natives.

12. Garnot--20 G-3 (1884-85) 1894 Formosans
116, 487, 493

In the vicinity of Kelung there is no road worthy of the name; instead you find narrow paths that are paved in some cases, and then staircases with hundreds of steps are used to cross some of the hills and ravines.

There is no need for winding roads because vehicles are unknown, and luggage is almost always transported on men's backs.

Three of these routes for pedestrians connect Kelung with its surroundings; to the east one goes to Port-Coal or Petao, to the west there is one to the Masou region and the third goes south to the Tamsui valley. Other paths which are more or less steep cut across the mountainous massif here and there but they are usually not permanent and are not kept in good condition. The winter rains make them impassible because the clay soil becomes so wet.

42: Schetelig--389 T-2 (no date) 1868 Formosans-1-2
116, 311, 361, 487

Starting from Manka, the point common to the three chief arms of the Tamsui River, I undertook a second expedition up the middle river to the interior. Chintamki, i.e., "the way to the indigo fields," is a small locality at the bend of this river arm where the river changes its southwesterly course for a north-northeasterly one. Up to this point the boats are forced through the rapids at the cost of some exertion, but then the river must be abandoned and the march to the interior must be undertaken on the roughest mountain paths, close to precipices and with the constant danger of plunging into the depths, into the swirling streams below. The traveler is richly compensated for all his labors and his dangerous slips by a delightful journey through the most remote cultural areas of Chinese colonization. On the highest mountain passes, at 2,000 feet and more, year in and year out the camphor trees and tree ferns are uprooted and, untiringly, Convulvulus edulis, the sweet potato, and the profitable indigo are planted; and although every summer terrific downfalls wash away the delicate plants from the very steep cliff walls, the industrious Chinese is not discouraged by the necessity of repeating his work.... It is clear at the first glance that there, along the upper course of the Tamsui River, the world of the primeval forest and the former haunts of the natives are disappearing more and more beneath the axe of the woodcutter. People who took the same path 5 or 6 years ago, in order to investigate the interior, still found primeval forest and natives living their undisturbed and unchanged lives in places where today

there are flourishing Chinese villages. The valley in which lies the village of Takau (this should not be confused with the port of the same name in the district of Fung-schan on the southwest coast), the terminus for our bearers and our assembly point, seems to have been taken in hand during the last few years only, for everywhere charred tree stumps may still be seen between the indigo plants. This valley is reached via a pass more than 2,000 feet high,. and one is surprised by the sight of the upper course of the river tumbling and winding in the depths below, and also by the view of the mountain chains, uncountable as they stretch out to the south. Our aim was soon reached, namely to determine the situation of this upper valley and to survey and to measure the mountain ranges round about.